

I. & M. RAILWAY TIME CARD

From Independence to Dallas.
Train No. 66 leaves Independence daily at 2:30 p. m. and Monmouth at 2:40 p. m. and arrives at Dallas at 3:05 p. m.
Train No. 64 leaves Independence daily at 6:15 a. m. and Monmouth at 6:30 a. m. and arrives at Dallas at 6:55 a. m. and arrives at Dallas at 7:00 a. m.
Train No. 68 leaves Independence at 10:50 a. m., Monmouth at 11:05 a. m., and arrives at Dallas at 11:30 a. m.
Train No. 70 leaves Independence at 6:15 p. m. and Monmouth at 6:30 p. m., and arrives at Dallas at 6:55 p. m.
From Independence to Airile.
Train No. 61 leaves Independence at 6:30 a. m. and Monmouth at 6:45 a. m., and arrives at Airile at 7:20 a. m.
Train No. 73 leaves Independence at 3:35 p. m. and Monmouth at 4:10 p. m., and arrives at Airile at 4:45 p. m.
From Dallas to Independence.
Train No. 73 leaves Dallas daily at 3:30 p. m. and Monmouth at 3:55 p. m. and arrives at Independence at 9:15 a. m.
Train No. 69 leaves Dallas daily at 1:00 p. m. and Monmouth at 1:25 p. m., and arrives at Independence at 1:40 p. m.
Train No. 71 leaves Dallas daily at 7:20 p. m. and Monmouth at 7:45 p. m., and arrives at Independence at 8:05 p. m.
From Airile to Independence.
Train No. 62 leaves Airile daily at 7:30 a. m. and Monmouth at 8:05 a. m., and arrives at Independence at 8:15 a. m.
Train No. 72 leaves Airile daily at 5:00 p. m. and Monmouth at 5:35 a. m., and arrives at Independence at 5:45 p. m.
From Independence to West Salem.
Train No. 124 leaves Independence daily at 8:20 a. m. and arrives at West Salem at 9:00 a. m.
Train No. 126 leaves Independence at 4:05 p. m. and arrives at West Salem at 4:45 p. m.
From West Salem to Independence.
Train No. 123 leaves West Salem daily at 9:50 a. m. and arrives at Independence at 10:25 a. m.
Train No. 125 leaves West Salem daily at 5:00 p. m. and arrives at Independence at 5:40 p. m.

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HOMER LODGE, No 45 meets every Monday evening in their castle hall, Independence, Ore. Visiting Knights welcome. 7:30 is the hour.
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Dallas, Oregon

INDUSTRIAL DEVELOPMENT AND PROGRESS OF OUR HOME STATE**PRUNE TREE STOCK SHORT.**

Nurseries Unable to Supply Demands of Prospective Planters.

Aurora—Charles J. Roth, the Canby nurseryman, was in Aurora this week on business, and says there is a remarkable shortage in the supply of prune trees in the Pacific Coast nurseries this fall. Practically every nursery in Oregon has exhausted its supply already, for the fall planting, which means that there will be no more trees on the market for a year. This indicates a remarkably heavy planting and a great revival of interest in the prune industry. Mr. Roth has just received an order for 5000 trees, but could supply only 500. The larger part of the orders seem to come from California, where the planting is the heaviest and the interest greatest. In this particular section, the greatest activity in horticulture is in loganberries, there being hundreds of acres planted between here and Salem. Many apples, pears and peaches will also be put out this fall in the Fargo neighborhood.

INDIANS TO THRESH GRAIN.

Third Sawmill Will Be Built on Klamath Reservation.

Klamath Falls—Edson Watson, Indian agent, has purchased a steam threshing outfit for the Klamath reservation. There are several antiquated threshing outfits on the reservation now, but the progress of the Indians in agriculture calls for more modern methods and Mr. Watson is helping them in that direction. He hopes to have the outfit here in time to do much of this season's work.

A third sawmill will soon be in operation on the reservation, as the two now in use are proving insufficient to meet the demand. The new mill will be located on Sprague river between Yainax and the agency, and will be manned by Indians.

An advertisement for the sale of 1,500,000 feet, board measure, standing timber, on the reservation, announces that bids will be opened October 15. The minimum figure for pine and sugar pine, which constitute three-fourths of the timber to be sold, is \$3.25 a thousand feet. On the remainder of the timber the minimum is \$1.50 a thousand. The agent has a number of offers for timber, one of which is for 400,000,000 feet.

APPLE YIELD REDUCED.

Early Estimates at Hood River Cut Fifty Per Cent.

Hood River—Representatives of four of the apple selling agencies of Hood River valley, the Applegrowers' union, Davidson Fruit company, National Apple company and Hood River Apple & Storage company, met here to go over the returns from orchardists as to the crop prospects, and have given out the following figures:

Reports from 228 orchards representing over 60 per cent of the bearing acreage, give a careful and accurate estimate of the Spitzenberg crop at 125,000 boxes, or a little more than one-fourth of the total crop. Of this quantity, 75,000 will be of the extra fancy grade four tier size. The balance of 50,000 including the four and one-half tier size will be packed as fancy and choice grades.

The recent additions to the storage capacity here giving a total capacity of 600,000 boxes, will accommodate within a few thousand boxes of every apple raised in the valley this year, and the selling agencies have agreed among themselves not to sell any of the Spitzenberg crop until the market is good.

Early estimates placed the Spitzenberg crop at 250,000 boxes, but droppings have reduced these figures, much to the disappointment of the orchardists.

Clover Growers Profit.

McMinnville—Clover growers in this section of the valley have received from one firm in McMinnville \$27,000 in one week for part of this season's clover seed. The same firm shipped five cars of clover seed, of which four were of the Alsike variety. It is estimated that 50 carloads of clover seed will be the output of the country stretching from Forest Grove to Independence.

A record yield of Alsike clover seed is that of Charles Mitchell, near Perrydale, who harvested 11 bushels of fine quality clover seed to the acre.

Sheepmen Buy Bucks.

Independence—Smythe Brothers, of Pendleton, were in Independence, McCoy and Corvallis for a few days buying up all the registered bucks they could get. They succeeded in gathering up nearly 700 head. Hawley & Son gathered 200 head in the McCoy section. All these bucks are spring stock, having come in April, and all but 20 head are registered. They sold for about \$20 per head. These bucks are to be distributed among the big sheepraisers at Arlington, Heppner and Pendleton.

New Market Found for Rye.

Aurora—A new industry that is likely to bring a large income to Macksburg farmers is the growing of rye, both for the grain and straw. Through the efforts of Franz Kraxberger, offers have been received from the Portland manufacturers of horse collars for large quantities of rye straw, the prepared straw being used for the filling of the collars. Practically all the horse collars now in use are made in this manner.

7865 AUTOS IN OREGON.

Average One for Every 88 Persons—Number Increasing.

Salem—In Oregon, population (1910 census) 672,765, on August 1, there were 9689 registered motor vehicles, of which 7865 were automobiles, 183 delivery wagons, 69 electric vehicles, 6 hearses, 1127 motorcycles, 56 taxicabs, and 385 trucks. There were 1585 licensed chauffeurs. Automobile license fees to the amount of \$40,408.50 had been collected by the secretary of state.

The total number of automobiles is divided as follows among the various counties: Baker, 111; Benton, 102; Clackamas, 172; Clatsop, 92; Columbia, 15; Coos, 135; Crook, 135; Curry, 2; Douglas, 166; Gilliam, 8; Grant, 19; Harney, 28; Hood River, 132; Jackson, 479; Josephine, 120; Klamath, 116; Lake, 78; Lane, 352; Lincoln, 1; Linn, 279; Malheur, 60; Marion, 559; Morrow, 12; Multnomah, 3389; Polk, 147; Sherman, 59; Tillamook, 57; Umatilla, 238; Union, 214; Wallowa, 44; Wasco, 130; Washington, 173; Wheeler, 7; Yamhill, 239.

These figures are according to a report compiled by Secretary of State Ben Olcott for the use of the next legislature. They include the registration of machines from the first of January to the first of August.

It is known, according to automobile statistics, that the first six months of this year witnessed a phenomenal increase of automobiles in the United States, which registered during that time nearly a million machines. The exact number of registrations for the first six months of this year was 859,858 machines, of which 135,355 were new registrations over last year. Registration fees in this country for this period amounted to the comfortable fortune of \$4,769,873.29. Of this great number of motor cars in use in this country, only 31,547 are registered for commercial use.

As one would suppose, New York stands at the head of the list with 92,407 cars, which is an increase of 8,438 since January 1. California offers a surprise by showing the next largest number, due to a tremendous increase in registration since the first of the year. Its registration on July 1 stood at 79,603 cars, an increase this year of 19,401. Ohio is third with 56,000 cars, Pennsylvania fourth with 52,257 cars, and Illinois fifth with 47,104 cars.

In the United States the average population to each motor car is 110 persons. During the year ending July 1, 1912, the car output in this country was 252,569.

HOP HARVEST WELL ALONG.

Half of Crop Saved About McMinnville, Despite Rains.

McMinnville—Hop picking in this section of the county is progressing rapidly. A number of the smaller yards are through picking. W. J. O'Dell has picked all of the E. Talbot yard, but has two other yards, and will not be through with them within a week.

N. J. Peterson has completed the gathering of his hops, having fully a third more than last year. Other yards will gain in proportion.

On account of the continued rains, some mold has been reported, but nothing of a damaging nature.

About a third of the grain in this county has not been threshed, and all wheat not threshed is sprouting, and will be spoiled as to its marketable quality. T. T. Kirkwood, of Hopewell, states that he is feeding his wheat in bundles to his stock, having given up all hope of getting it threshed. Spring oats in some localities may be saved, and can be used for feeding purposes. This year's weather condition is the most damaging ever witnessed here, and is much more noticeable on account of the splendid yield and promising condition of the grain crop.

HOG INDUSTRY GROWING.

Oregon Rapidly Decreasing Imports of Nebraska Swine.

Portland—As evidence that the hog industry is growing in Oregon, an exportation of live hogs was made recently from the Brownedale farm, near Aurora, Or., to be used in Honolulu for breeding purposes. Another shipment will be made from the same ranch in November.

The state of Oregon has long been known as a large importer of hogs, but the last monthly report of the Portland Union Stock company shows that the ratio of importation is falling off. In August, 1911, 4468 hogs were imported from the hog state, Nebraska, while during August, 1912, only 2332 were shipped in. Officials say that just as many hogs are used, but that gradually more and more of the supply is coming from within the state and from other Northwest points.

Columbia County Crops Hurt.

Scappoose—The steady downpour of rain has caused heavy losses to the farmers in hay, grain and fruits. A number of dairymen who own low land have not been able to cut any of their hay this year, as the high water kept the hay back until late and it was just ready to cut when the rain began. Oats have been hurt as to quality, for mold has taken a big start in some fields. Prunes are reported in bad shape, having split from the excessive rain, and a large per cent of those that fell during the rain have rotted.

JOHN DEERE SPREADER

The Spreader with the Beater on the Axle

The Simplest Spreader Made



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The first manure spreader ever made was built in 1878 by the Kemp & Burpee Manufacturing Company. Up to the time of the John Deere Spreader every spreader has been made along the same general lines as this first machine. Power was taken from one end of the main axle and transmitted, either through chains or gears, to the beater, mounted above and in the rear of the axle. Heretofore the only improvement in manure spreaders since the first one was made in 1878 has been in the refinement of details. The John Deere Spreader is a radical departure from the old method of construction. It is made along entirely new lines and is a great improvement over the old style spreader. Come in and examine the machine and you will readily see why the John Deere Spreader is so far superior to any spreader heretofore constructed.

Even if You Don't Need a New Spreader Now come in and get one of our spreader books. They contain a number of articles on why farm manure should be used on the land, how it should be applied, how it should be stored, the value and effect of using it in various ways. In addition there is a detail description of the John Deere Spreader with illustrations in colors of this spreader working in the field.

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